

BookletChart™

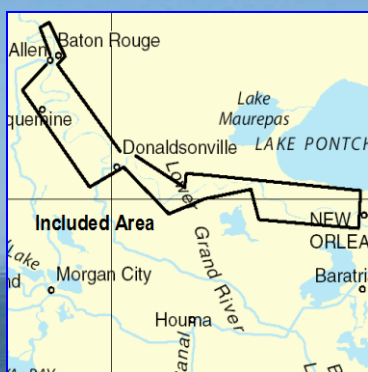


Mississippi River – New Orleans to Baton Rouge

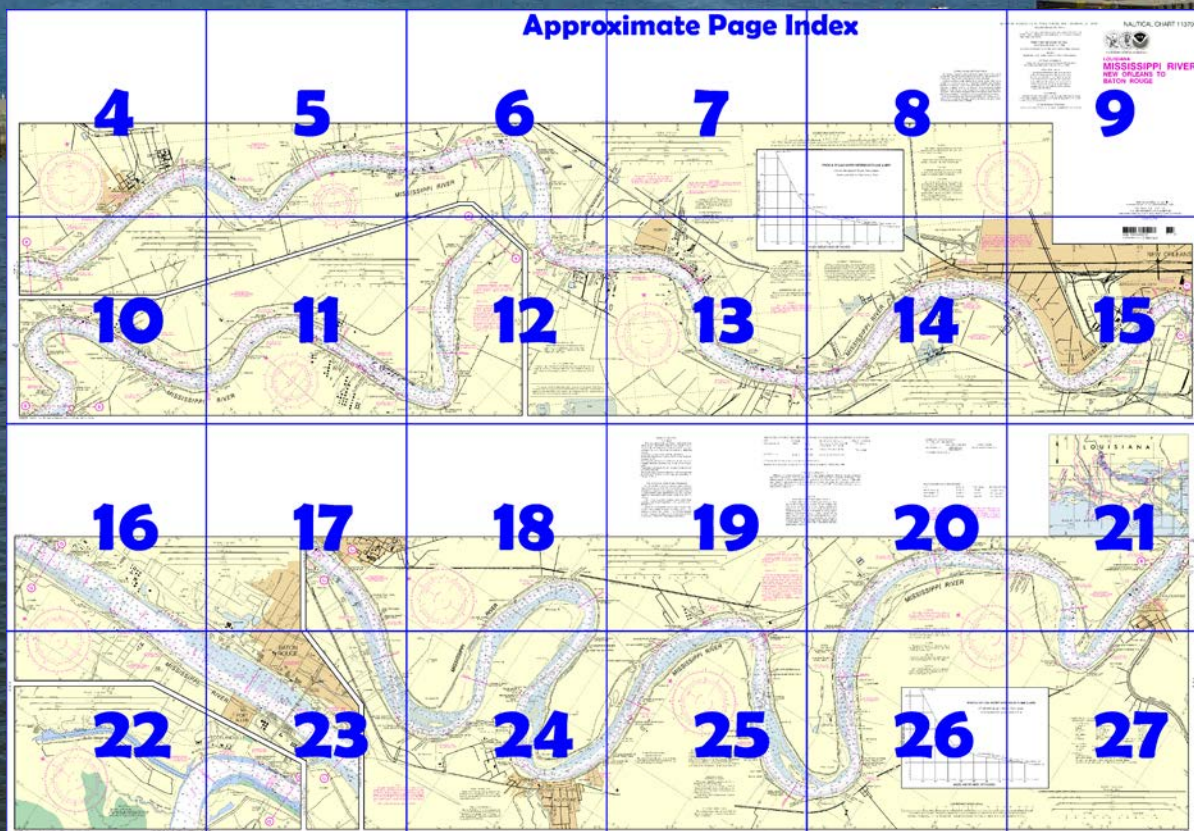
NOAA Chart 11370

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

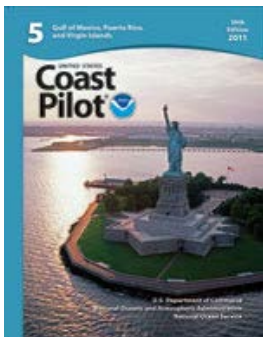
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11370>



[Coast Pilot 5, Chapter 9 excerpts]

Small-craft facilities. Most small-craft facilities are on the canals inside the locks from the river, at Chef Menteur, or at the Municipal Yacht Basin and Orleans Marina at the yacht harbor, 4.6 miles W of the Inner Harbor Navigation Canal, on Lake Pontchartrain. Covered and open berths with electricity for over 800 craft up to 100 feet long are available at the yacht harbor. Two yacht clubs, several boatyards, and service wharves in the yacht harbor have

gasoline, diesel fuel, water, ice, provisions, marine supplies, and ramps. Fuel, water, and supplies are also available on the Inner Harbor

Navigation Canal, Harvey Canal, and on the Algiers Alternate Route of the Intracoastal Waterway.

Above New Orleans, the Mississippi River is used by oceangoing vessels to Baton Rouge, about 135 miles above Canal Street.

The **Bonnet Carre Floodway** is on the N side of the river 127.9 miles AHP. When the spillway is in operation due to high stages of the river, all vessels are directed to steer a course sufficiently close to the S bank to avoid possible crosscurrents or draw resulting from water being diverted through the spillway and flowing toward and into Lake Pontchartrain.

Dangers.—Logs and other floating debris are likely to be encountered in the river at all times. Operators of small craft are advised to maintain a sharp lookout. Night travel by small craft is not recommended because of the hazard of floating obstructions.

Ferries.—Vehicular ferries cross the river at Reserve, 138.0 miles AHP; White Castle, 191.2 miles AHP; and Plaquemine, 207.7 miles AHP.

Bridges.—High-level highway bridges with a minimum clearance of 125 feet cross the river above New Orleans at Luling, 121.8 miles AHP; Wallace, 146.1 miles AHP; Union, 167.4 miles AHP; and Baton Rouge, 229 miles AHP.

Cables.—Overhead power cables with a minimum clearance of 149 feet cross the river at Nine Mile Point, 103.6 miles AHP; 1 mile above the Huey P. Long Bridge at Bridge City, 107.2 miles AHP; Montz, 129.1 and 129.6 miles AHP; Point Pleasant, 201.5 miles AHP; Lukeville, 224 miles AHP; and Baton Rouge, 232.8 miles AHP.

Anchorage.—Anchorages are at Baton Rouge on the W bank of the river below the Port Allen Locks and in midriver immediately below and above the U.S. Interstate 10 bridge. Temporary anchorages may be prescribed by the Commander, Eighth Coast Guard District and published in the Local Notice to Mariners. (See **110.1 and 110.195**, chapter 2, for anchorage limits and regulations.)

Dangers.—Mariners departing Greater Baton Rouge Port Commission Dock No. 2 are advised to use extreme caution when turning vessels downstream. Strong currents associated with high water have caused vessels departing this facility to be set down upon the fender system of the Interstate Route 10 fixed highway bridge causing extensive damages. The New Orleans-Baton Rouge Steamship Pilots report that currents in excess of 7 knots have been observed. Mariners should consider moving vessels well above or below the bridge before turning downstream.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) Baton Rouge is a **customs port of entry**.

Caution.—The outflow channels are not navigation channels. A flashing amber light on the S point of each of the outflow channels indicates when the control structures are in operation. Very dangerous currents exist at the sites, especially during the high water season. Vessels transiting this reach of the Mississippi are cautioned to navigate within the buoyed navigation channel to avoid possible crosscurrents and being drawn down into the control structures.

The upper Old River control structure, at mile 314.5 AHP, is within a **safety zone**. (See **165.1 through 165.7, 165.20 through 165.25, and 165.802**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

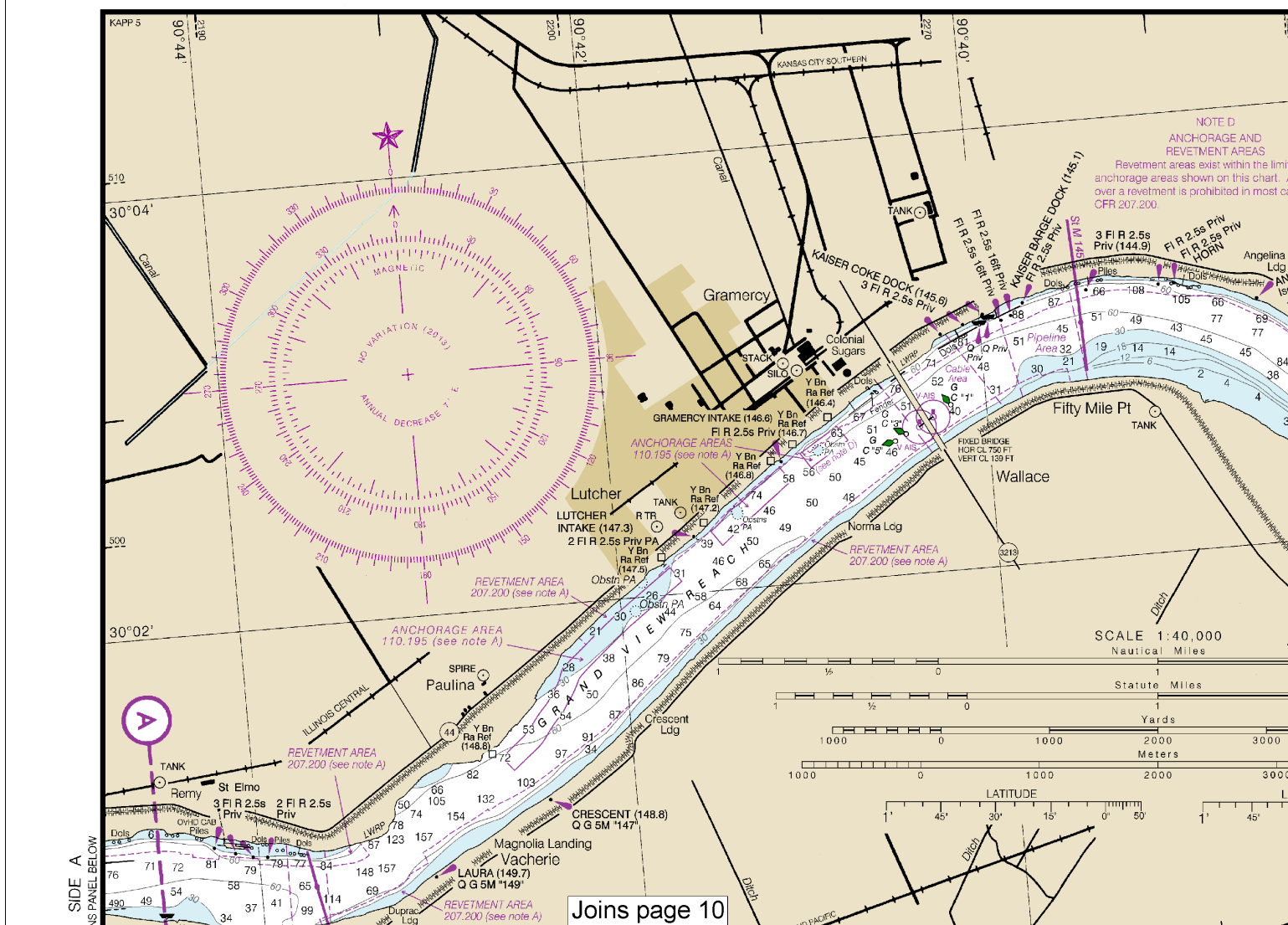
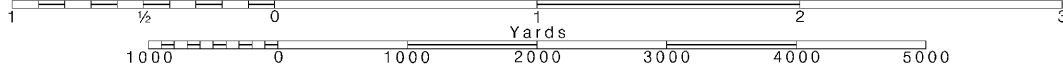
These volumes are available online at <http://www.navcen.uscg.gov>

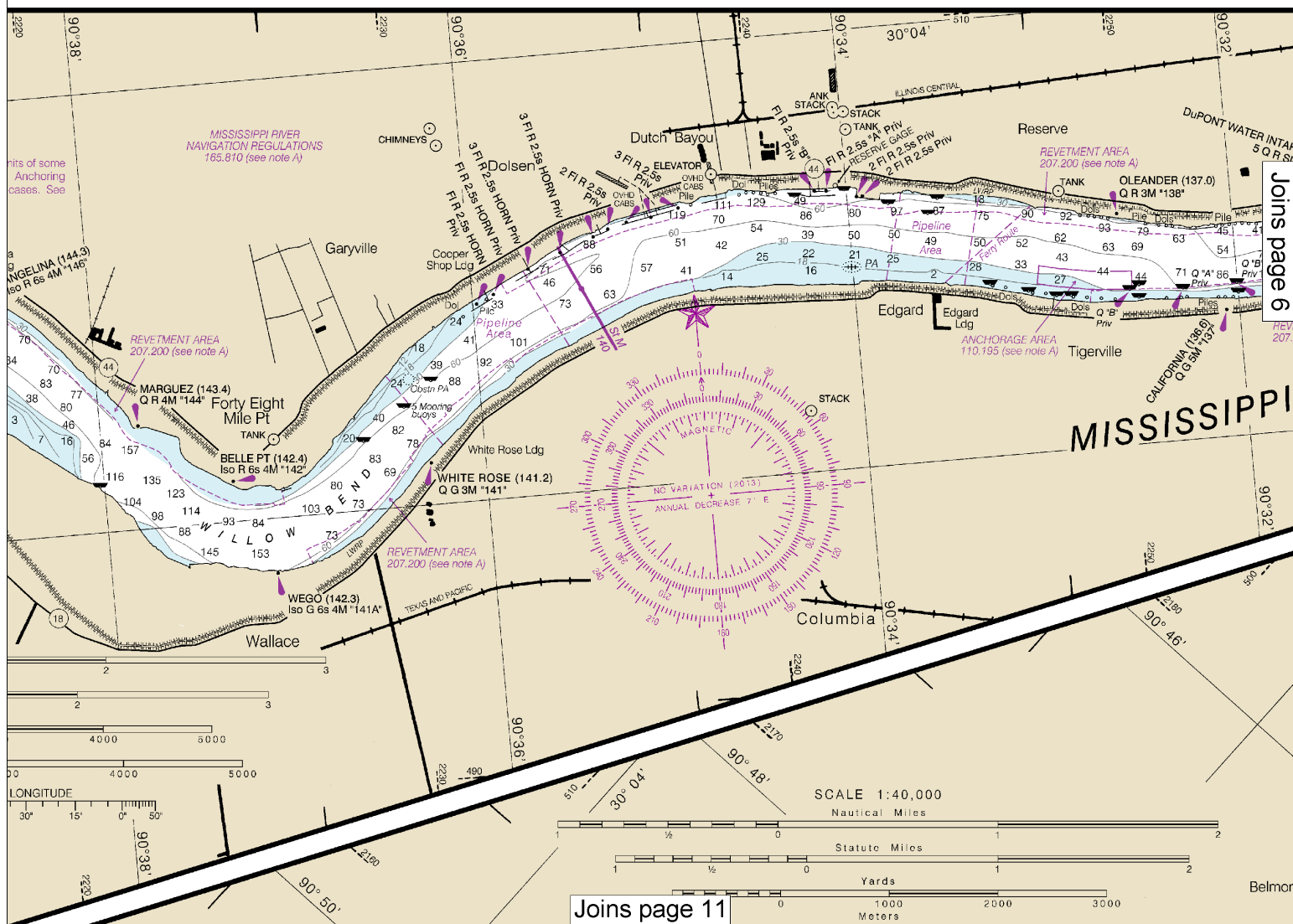
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Printed at reduced scale.

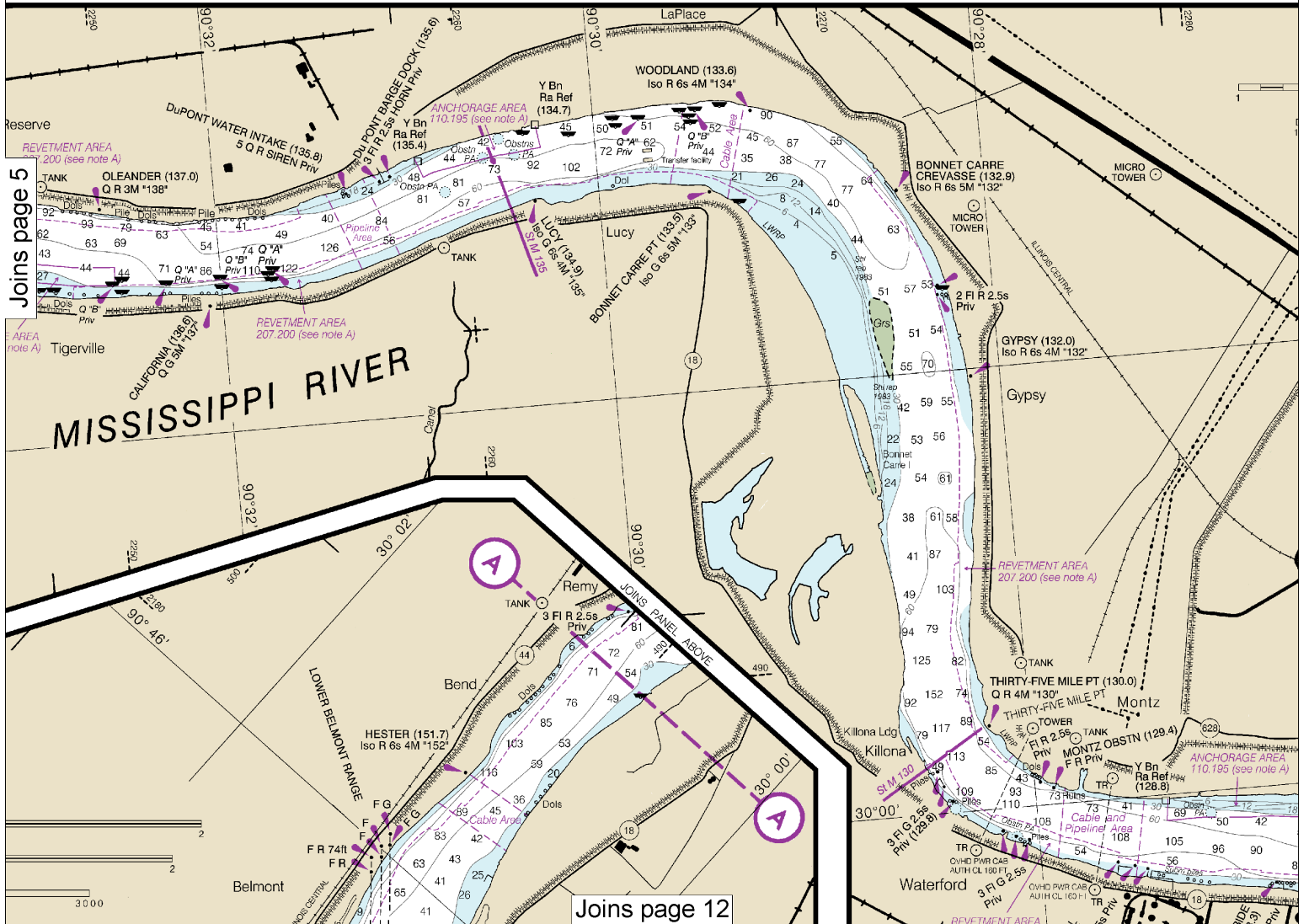
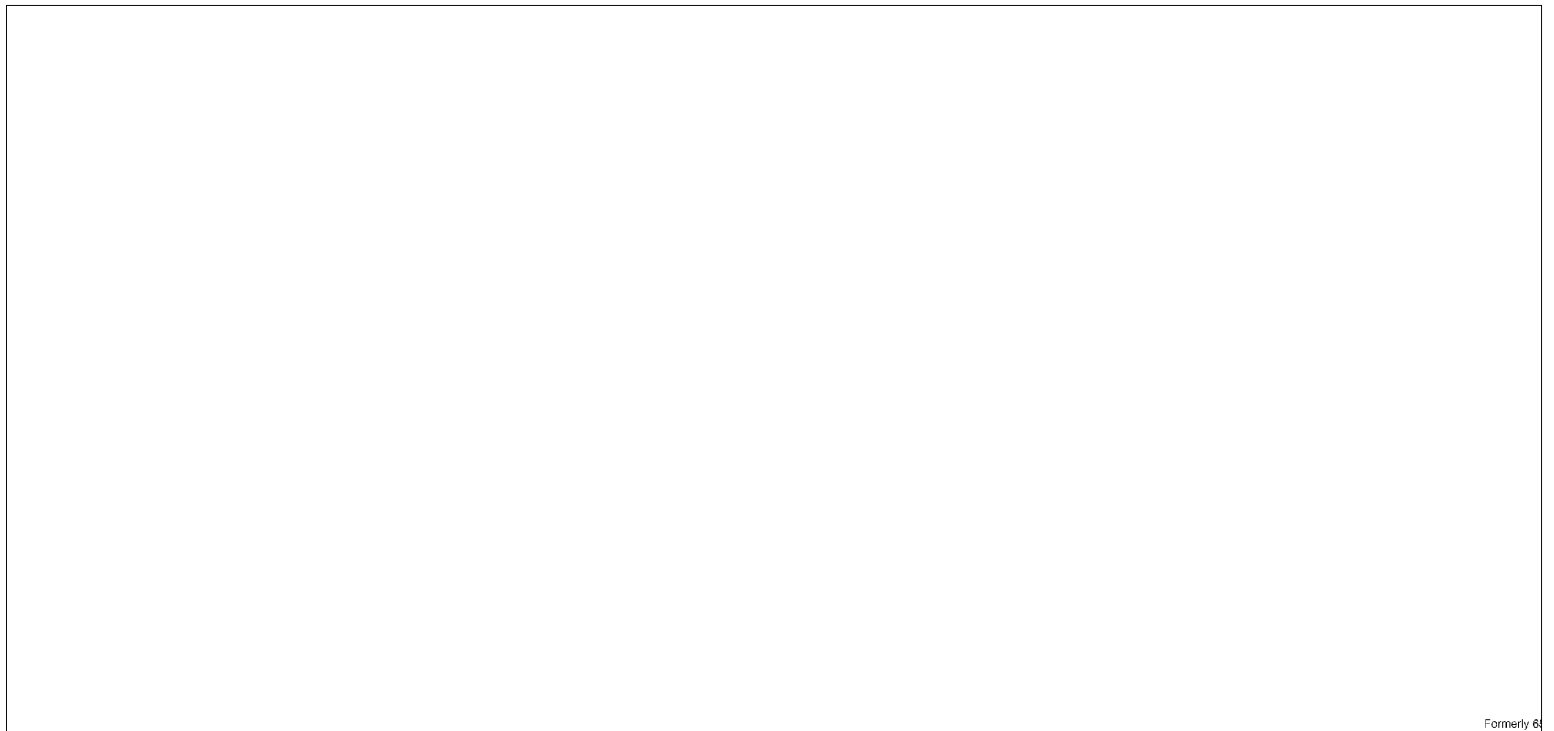
SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



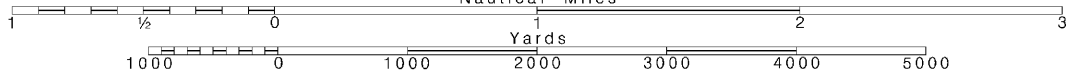
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

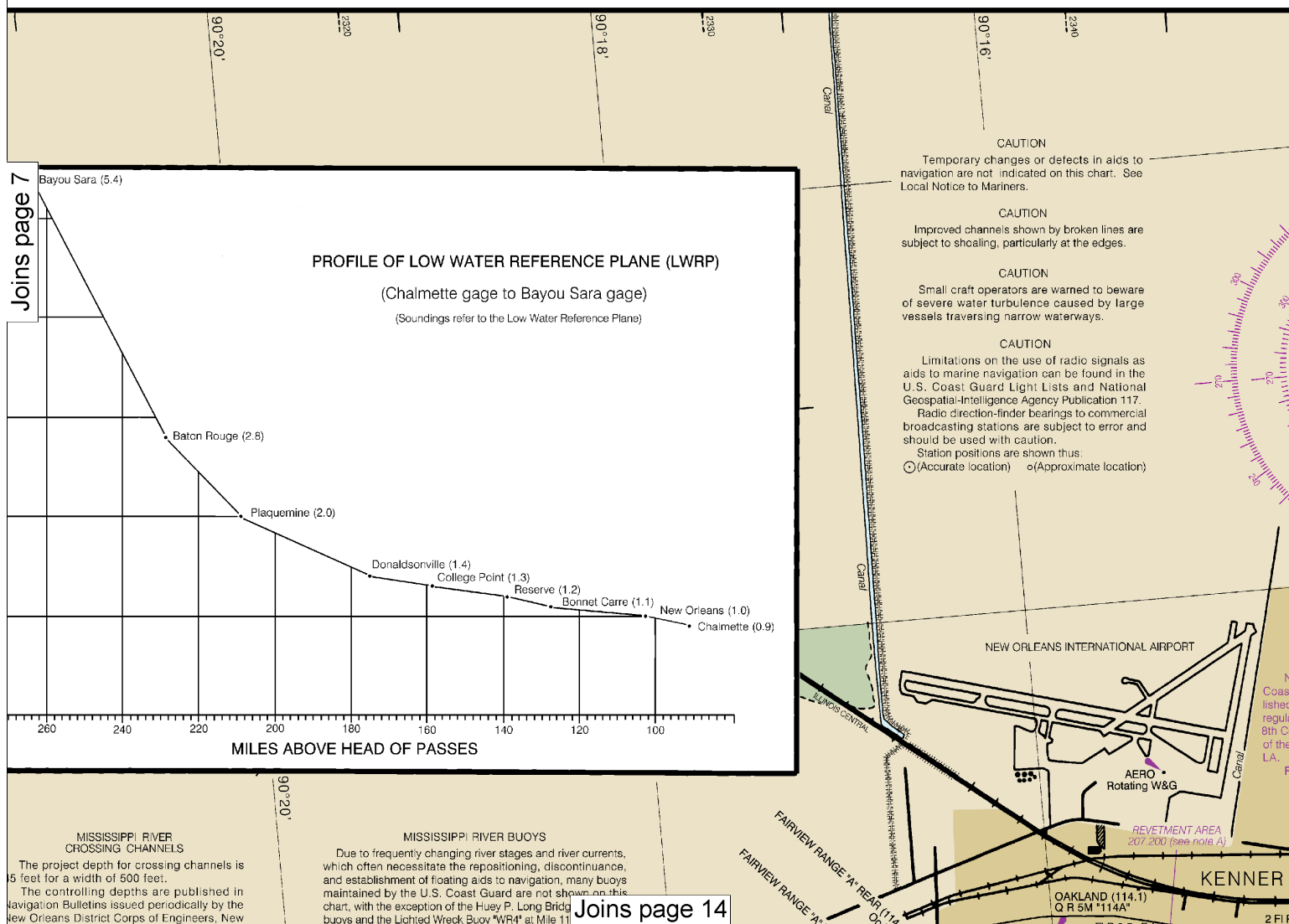
See Note on page 5.



TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the internet at <http://tidesandcurrents.noaa.gov>. An predictions of the rise and fall of the tides available in printed form from private sector printers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms can cause considerable damage to marine structures, aids to navigation, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may be changed following these storms. Fixed aids to navigation may be damaged or destroyed. Buoys may have been moved from their positions, damaged, sunk, extinguished or otherwise rendered inoperative. Mariners should not rely upon the position or operation of aids to navigation. Wrecks and submerged obstructions may have been moved from charted locations. Pipelines may have become uncovered. Mariners are urged to exercise extreme caution and report aids to navigation discrepancies and hazards to the nearest United States Coast Guard unit.

Joins page 7



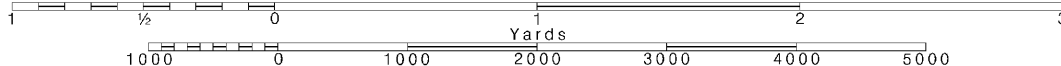
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



MERCATOR PROJECTION AT SCALE 1:40,000 AND 1:20,000 AT LAT. 30°00'
SOUNDINGS IN FEET

Soundings are in feet and refer to a Low Water Reference Plane (LWRP), related to Mean Sea Level, established by the Corps of Engineers. (See Profile for elevations)

North American Datum of 1983
(World Geodetic System of 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

OVERHEAD CLEARANCES

Bridge and overhead cable clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.702" northward and 0.342" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.



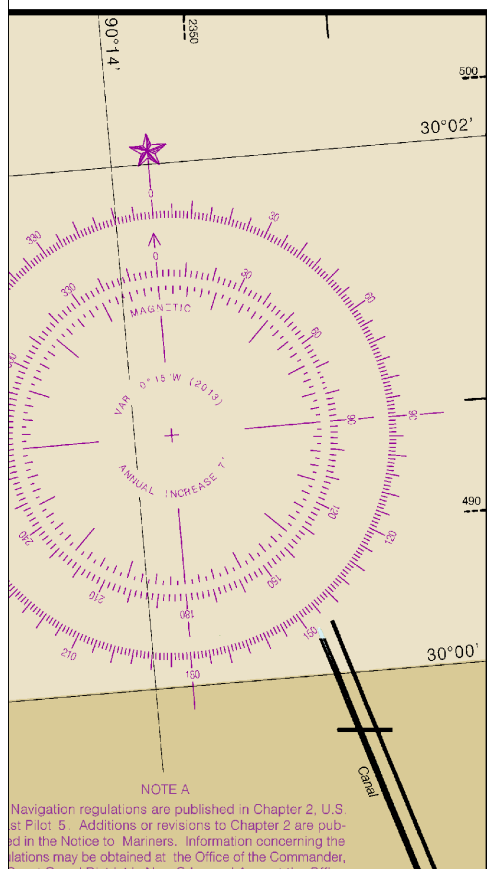
NAUTICAL CHART 11370 INTRACOASTAL WATERWAY

LOUISIANA MISSISSIPPI RIVER NEW ORLEANS TO BATON ROUGE



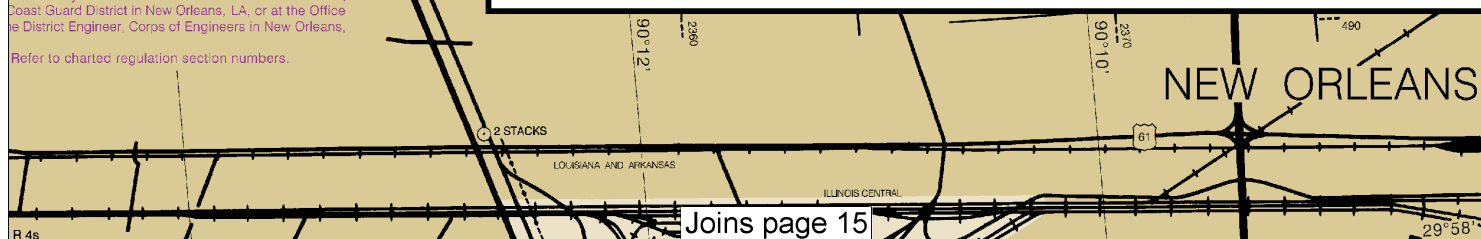
Chart 11370 29th Ed., Sep. /13

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans.

Refer to charted regulation section numbers.

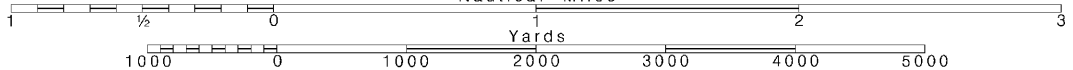


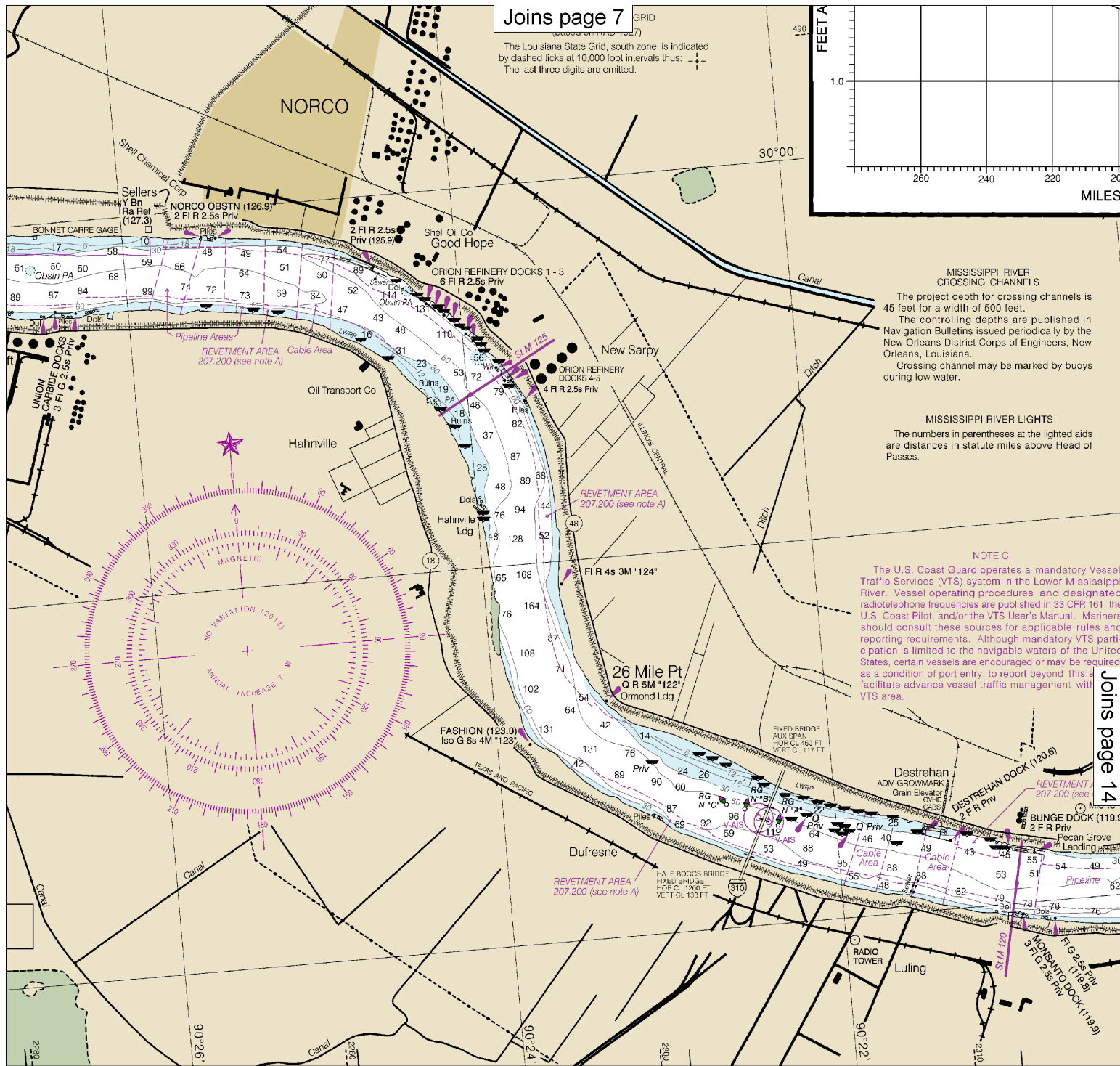
Joins page 15

[illegible]

Joins page 17

See Note on page 5.





Joins page 14

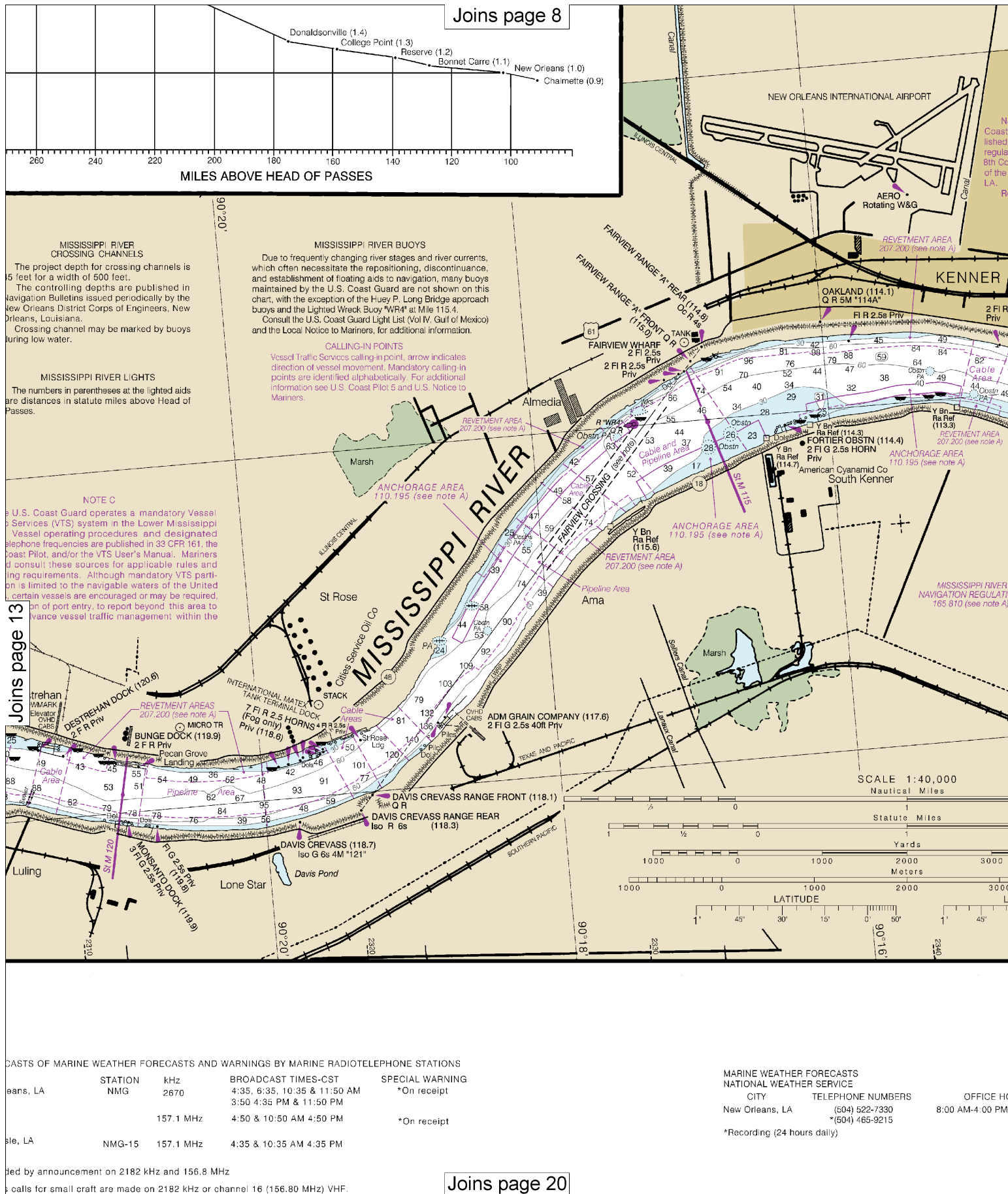
**RULES OF THE ROAD
(ABRIDGED)**

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

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BROADCASTS OF MARINE WEATHER FORECASTS AND		
CITY	STATION	kHz
New Orleans, LA	NMG	2670
		157.1 MHz
Grand Isle, LA	NMG-15	157.1 MHz

* Preceded by announcement on 2182 kHz and 156.8 MHz
Distress calls for small craft are made on 2182 kHz or 156.8 MHz



CASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS				
	STATION	kHz	BROADCAST TIMES-CST	SPECIAL WARNING
eans, LA	NMG	2670	4:35, 6:35, 10:35 & 11:50 AM 3:50 4:35 PM & 11:50 PM	*On receipt
		157.1 MHz	4:50 & 10:50 AM 4:50 PM	*On receipt
le, LA	NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	

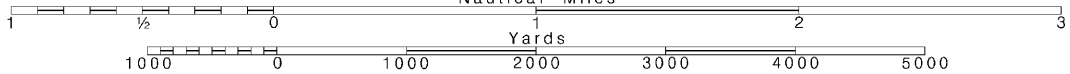
MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE
CITY TELEPHONE NUMBERS OFFICE HOURS
New Orleans, LA (504) 522-7330 8:00 AM-4:00 PM
 (504) 465-9215
*Recording (24 hours daily)

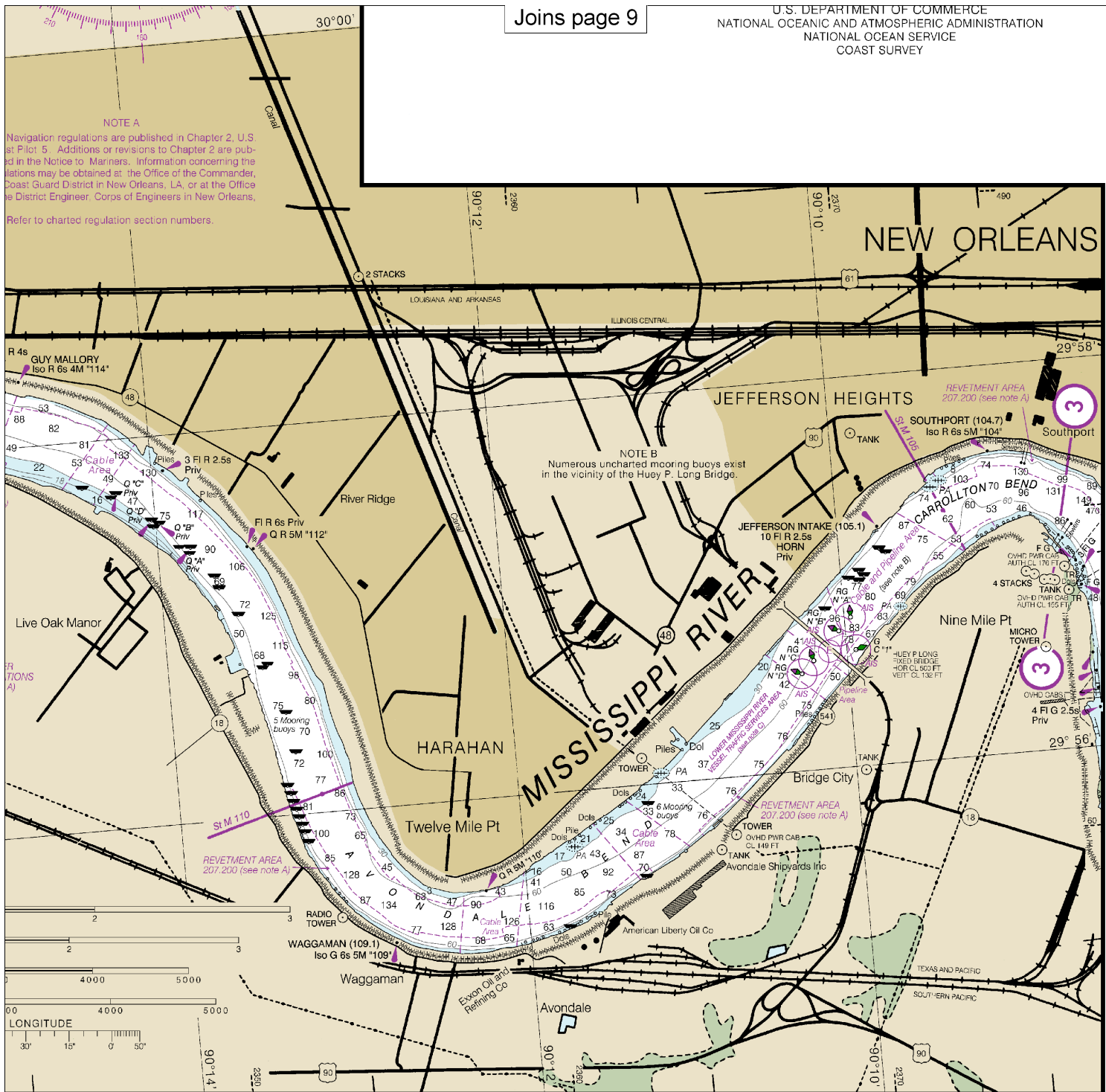
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



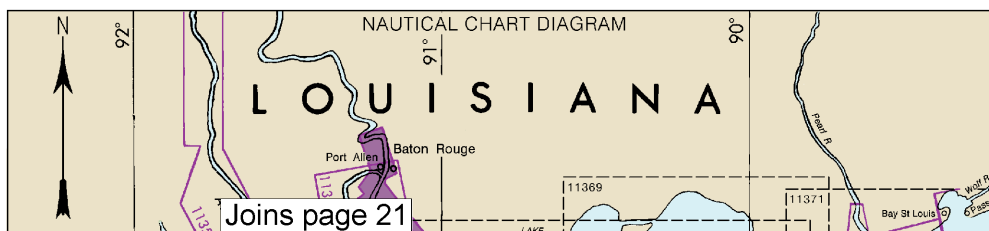


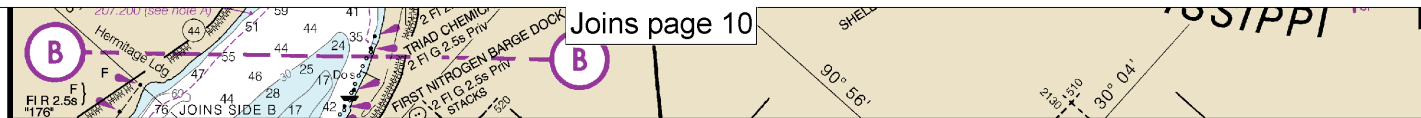
SIDE A

JOINS CHART 11367

CONTINUED ON CHART 11368

HOURS
M (Mon.-Fri.)

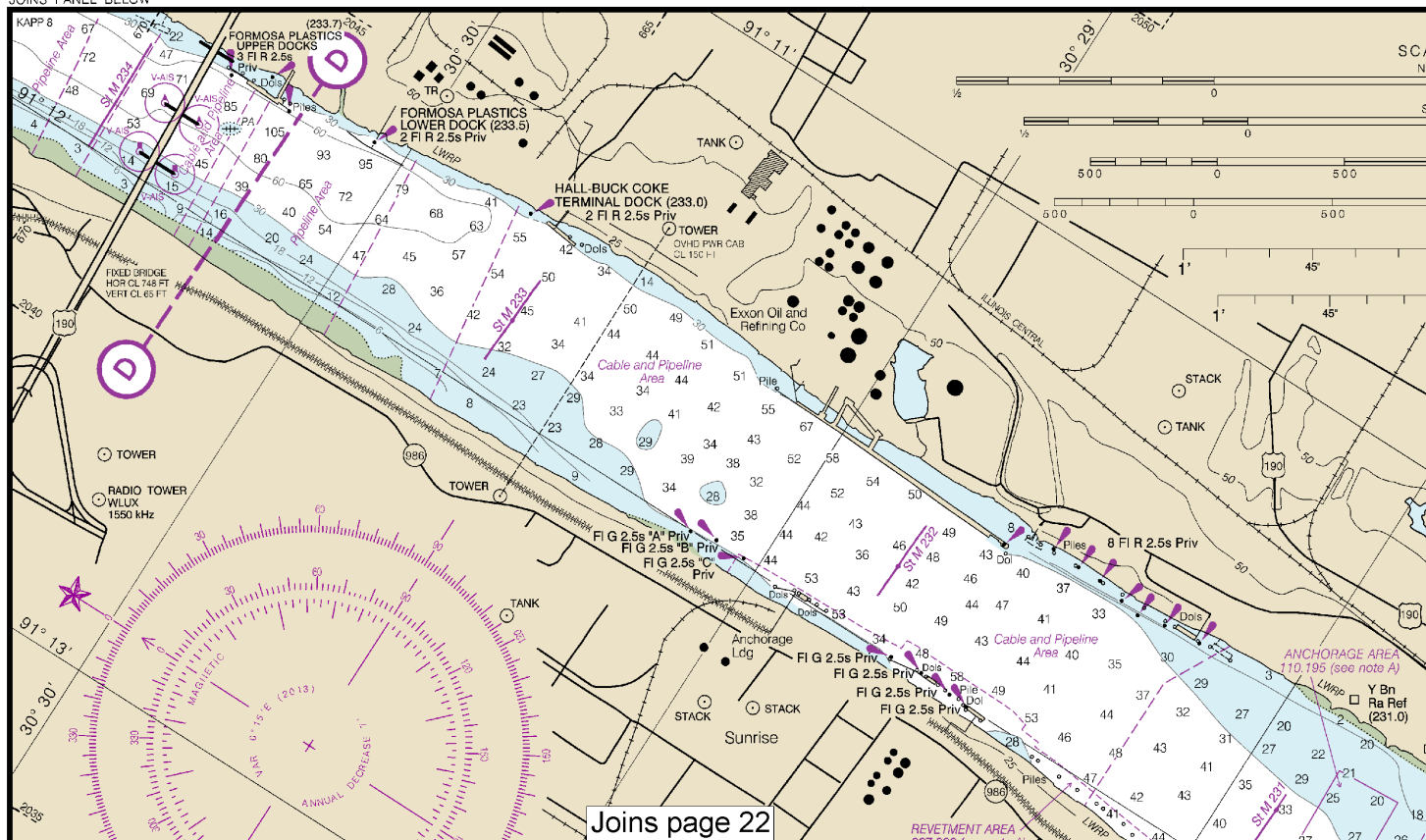




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JOINS PANEL BELOW



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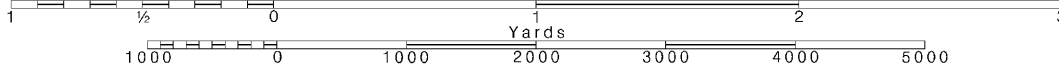
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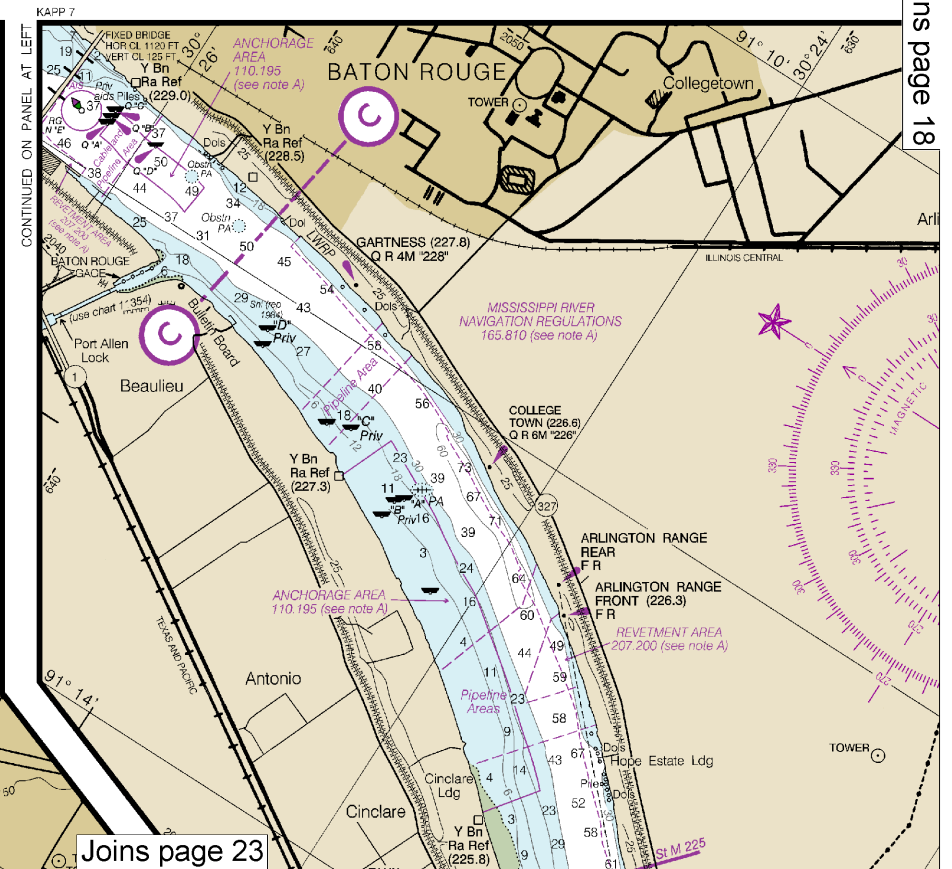
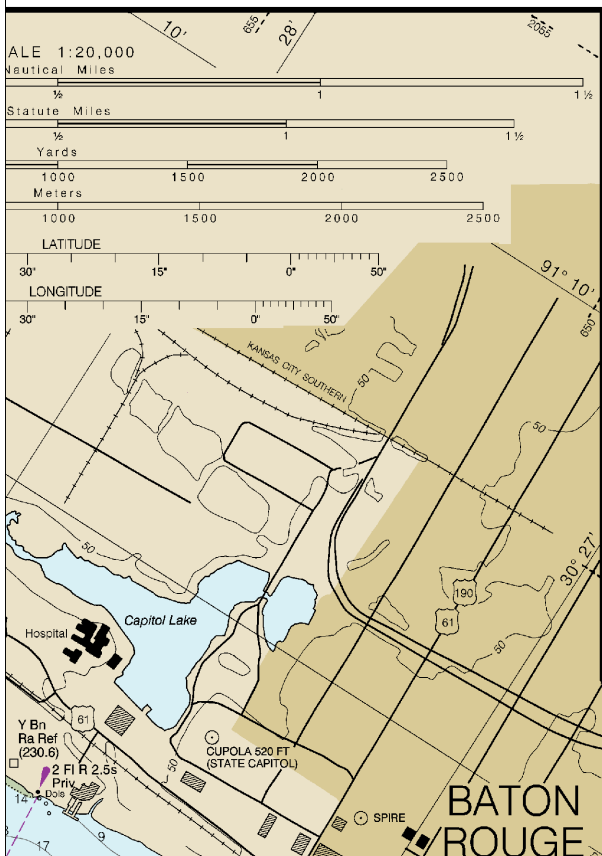
Note: Chart grid lines are aligned with true north.

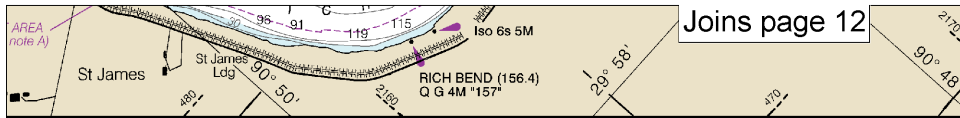
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SCALE 1:40,000
Nautical Miles

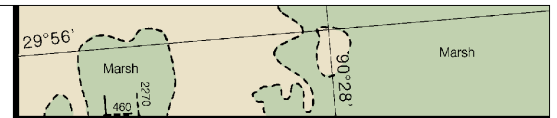
See Note on page 5.



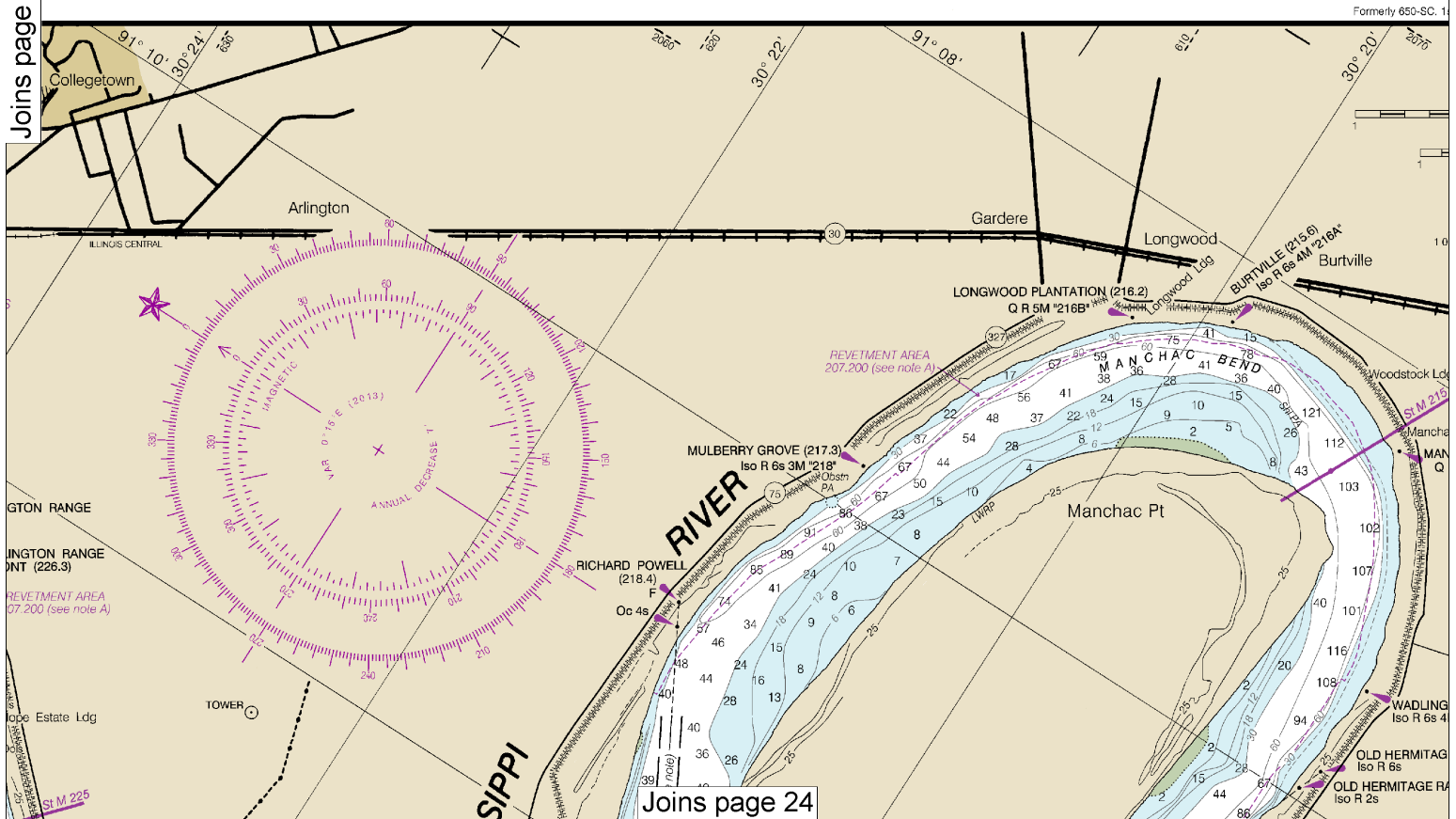




Joins page 12



Joins page 17



Joins page 24

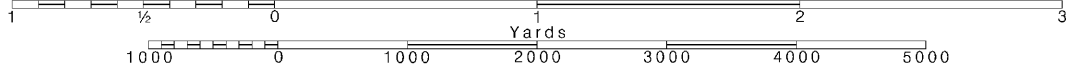
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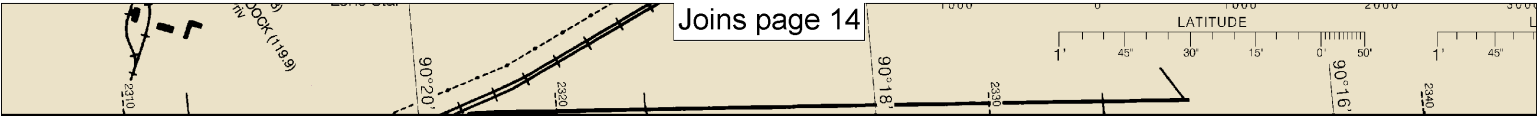
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

	STATION	kHz	BROADCAST TIMES-CST	SPECIAL WARNING
Beans, LA	NMG	2670	4:35, 6:35, 10:35 & 11:50 AM 3:50 4:35 PM & 11:50 PM	*On receipt
		157.1 MHz	4:50 & 10:50 AM 4:50 PM	*On receipt
Beale, LA	NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	

Broadcast by announcement on 2182 kHz and 156.8 MHz
Calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
New Orleans, LA	(504) 522-7330 *(504) 465-9215	8:00 AM-4:00 PM

*Recording (24 hours daily)

CITY	STATION	FREQ. (MHz)
New Orleans, LA	KHB-43	162.550
Baton Rouge, LA	KHB-46	162.400
Morgan City, LA	KIH-23	162.475

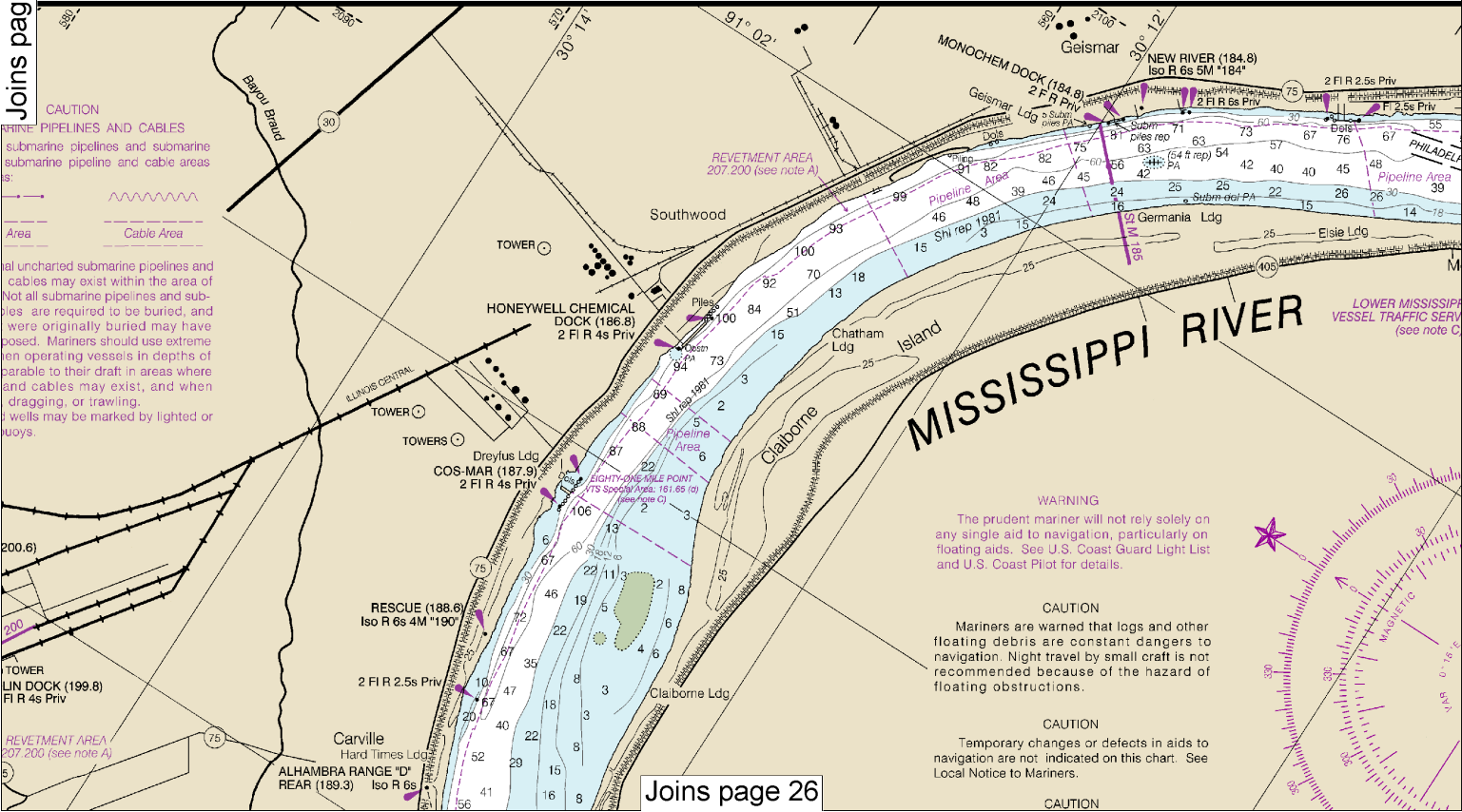
CAUTION
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

This chart has been corrected from the Notice to Mariners (N) weekly by the National Geospatial-Intelligence Agency and the U.S. Coast Guard (LNM) issued periodically by each U.S. Coast Guard district shown in the lower left hand corner. Chart updates correct dates published after the dates shown in the lower left hand corner. nauticalcharts.noaa.gov.

Joins page 19



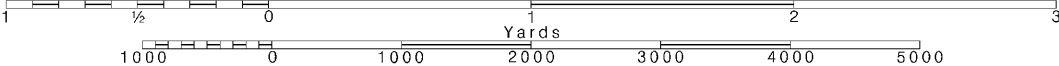
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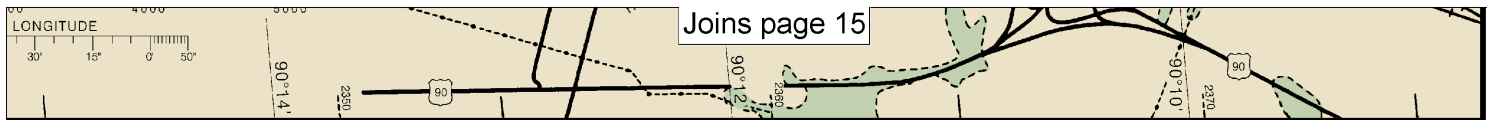
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

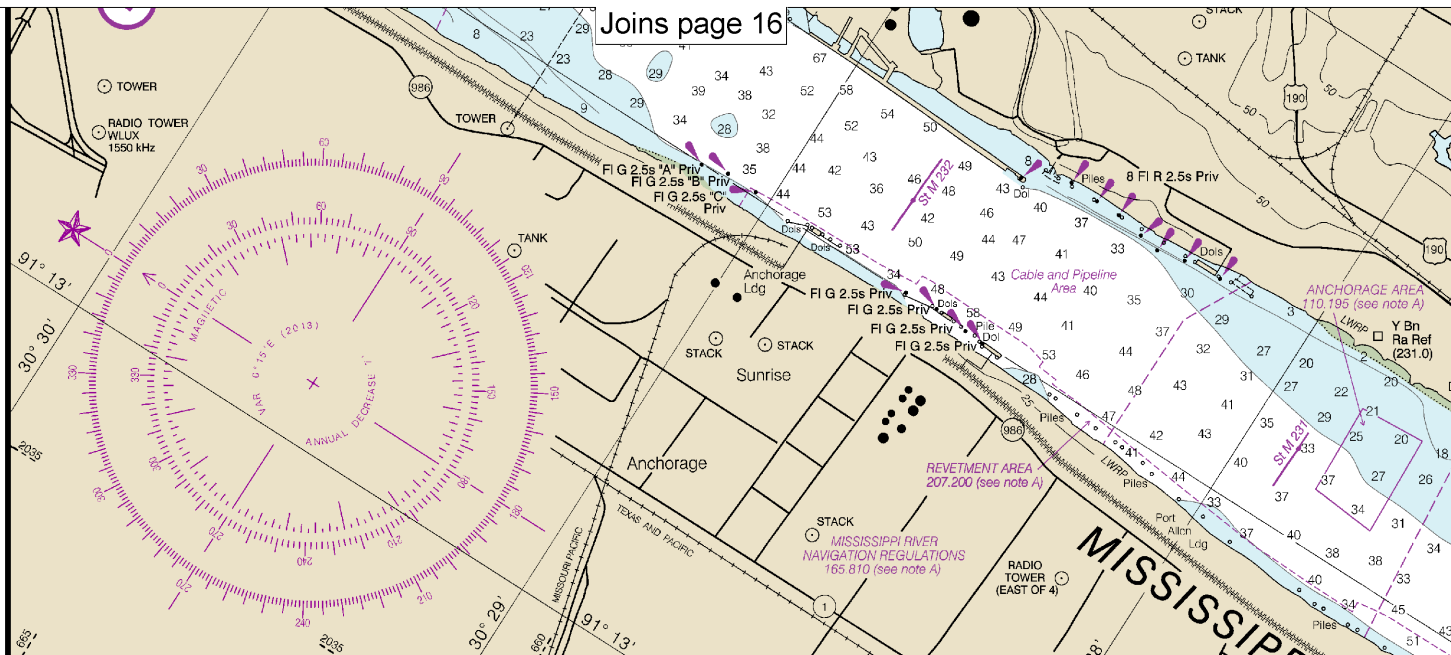
SCALE 1:40,000
Nautical Miles

See Note on page 5.

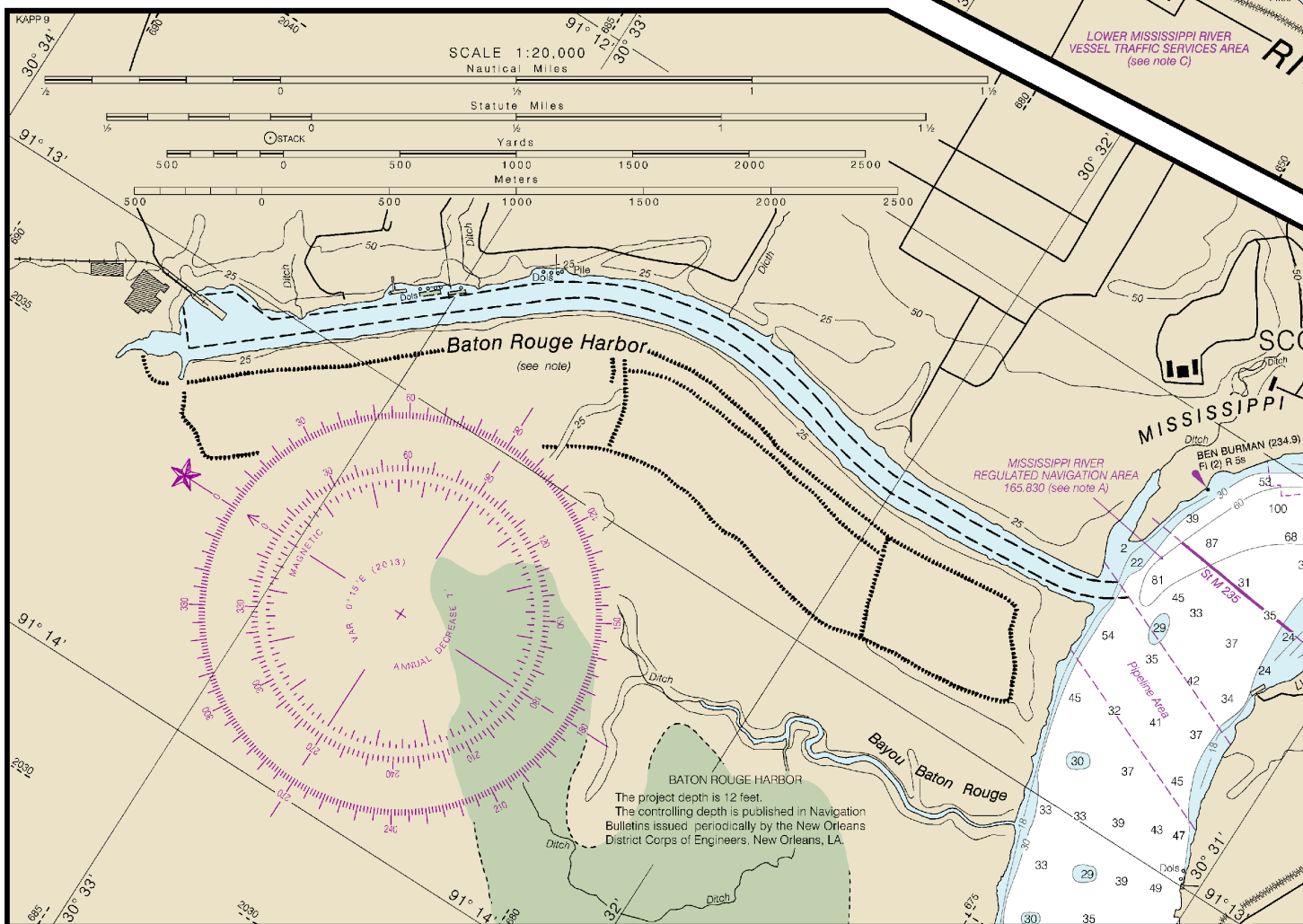




Joins page 16



SIDE B



11370 29th Ed., Sep./13

Last Correction: 11/4/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

CONTINUED ON U.S. ARMY, CORPS OF ENGINEERS, FLOOD CONTROL
AND NAVIGATION MAPS OF THE MISSISSIPPI RIVER

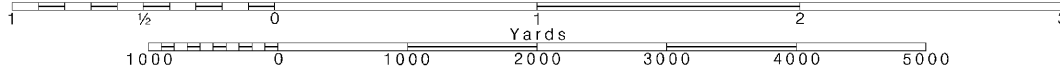
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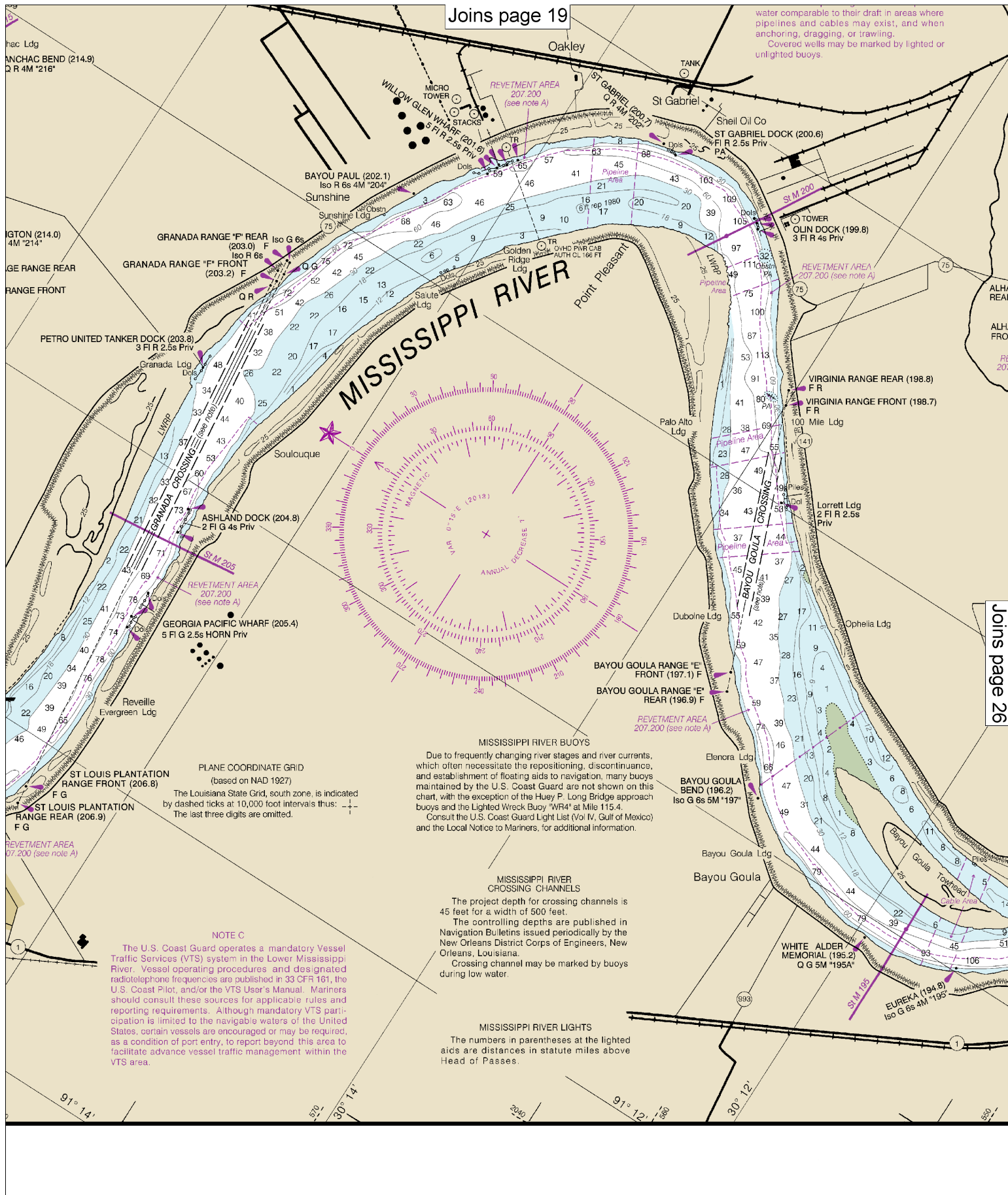
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 25

Joins page 20

MISSISSI

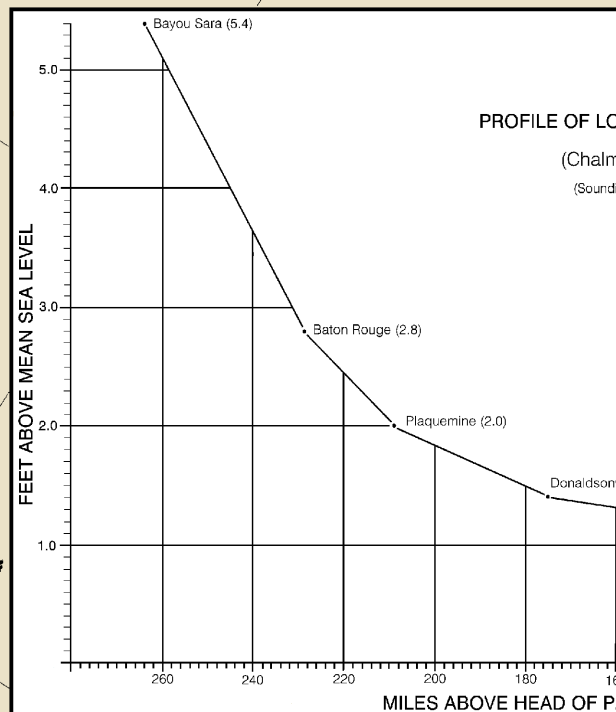
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mariners are warned that logs and other floating debris are constant dangers to navigation. Night travel by small craft is not recommended because of the hazard of floating obstructions.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

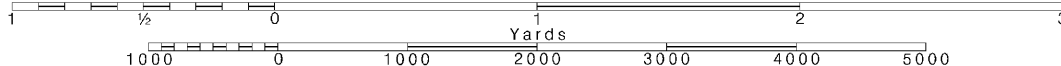


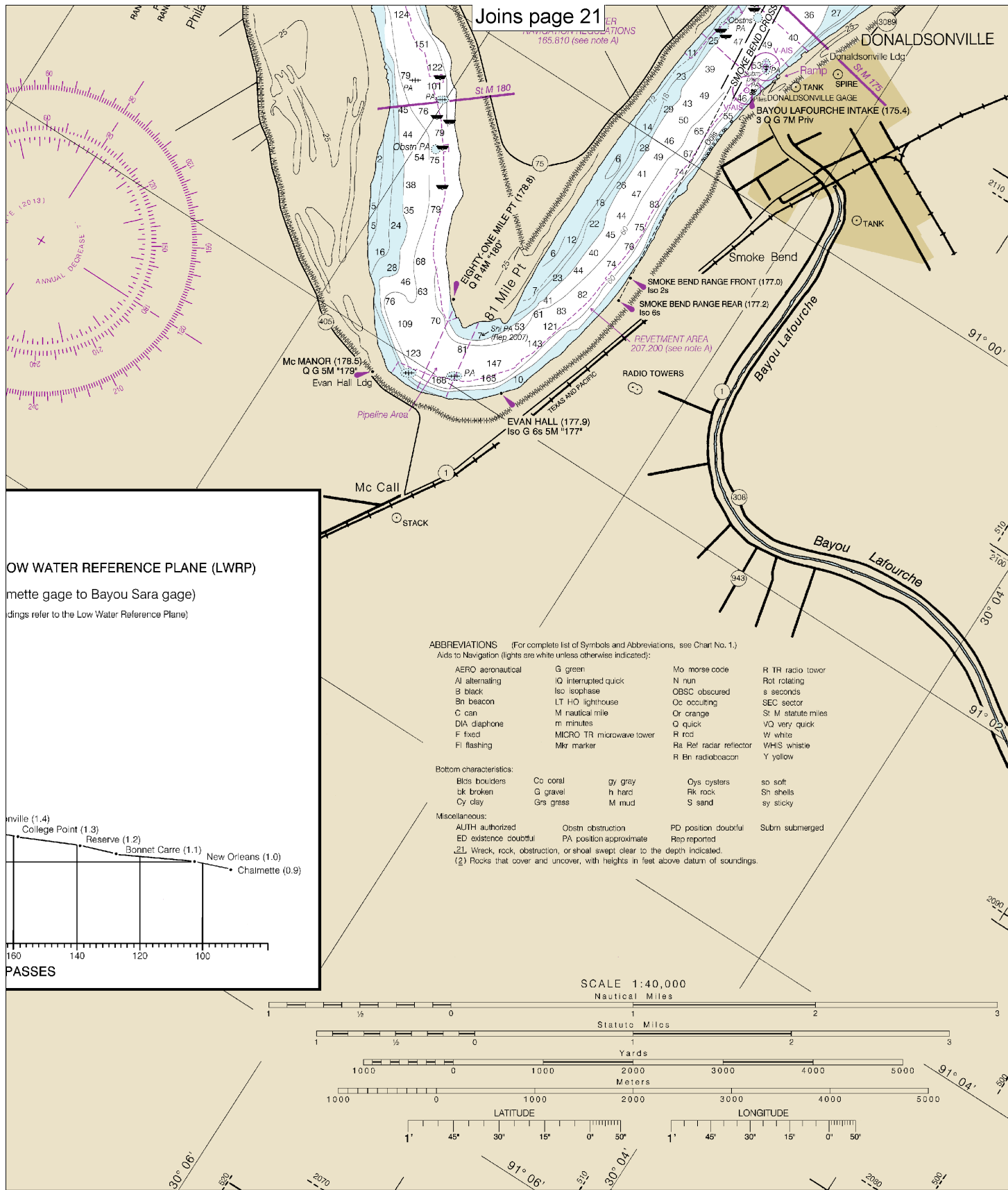
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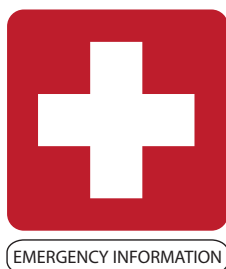
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
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